



US 12

Sauk City to Middleton (Middleton Bypass)

Construction report

Transportation District 1
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Contact information

If you have any questions or concerns about this project, leave a message on the US 12 construction line at (608) 246-3806.

Messages will be checked regularly and a WisDOT project team member will get back to you.

Project overview

The new four-lane US 12 Middleton bypass begins just south of County K in the Town of Springfield and joins US 14/University Avenue in the city of Middleton, a distance of about three miles. The new highway will be east of existing US 12 to the quarry access road near Greenbriar Road where it then switches to the west side. See map on next page.

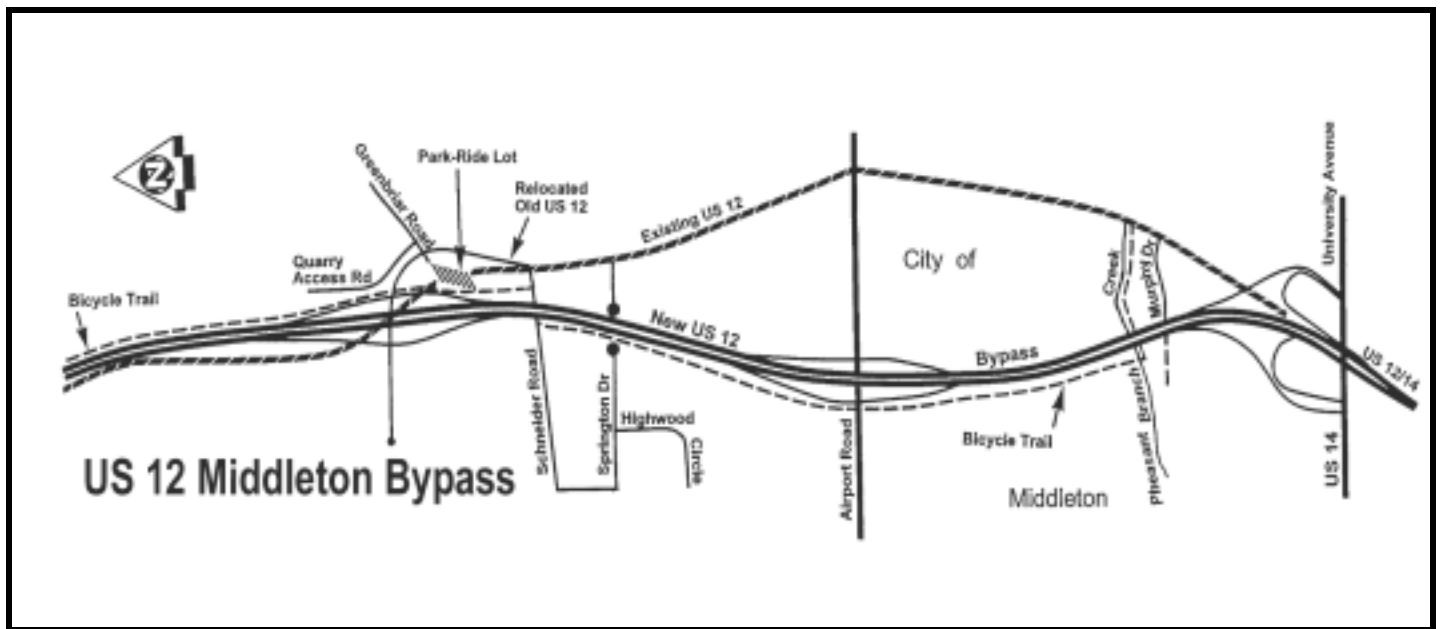
Connections between the new bypass and existing US 12 will be at the following locations:

- A new interchange will be built near Greenbriar Road where existing US 12 will be realigned (bowed out) east of its present location to provide a desirable skew angle through the interchange. The realigned portion of old US 12 will pass under the new bypass and terminate as a private driveway west of the interchange.
- There will be a new interchange at Airport Road and the new bypass will pass over Airport Road.

The existing US 14/University Avenue interchange will be reconstructed to accommodate the new bypass ramp connections. Traffic movements at this interchange will be similar to what they are today. Access to the bypass will be from US 14/University Avenue. You will be able to get off westbound US 12 onto existing US 12.



A newsletter published by the Wisconsin Department of Transportation to keep citizens informed.



Local road treatments

Changes to local roads include the following:

- Greenbriar Road will connect to the realigned portion of existing US 12 and the quarry access road will be extended to Greenbriar Road.
- Schneider Road will remain connected to existing US 12 and the new bypass will pass over Schneider Road.
- Springton Drive will be terminated with cul-de-sacs on both sides of the new bypass.
- West of the bypass, Springton Drive will be extended to Schneider Road and will remain connected to existing US 12 east of the bypass.
- Murphy Drive will be extended to the west as part of a future city of Middleton project and will pass under the bypass.

There will be a separate ten-foot wide bicycle trail along the new bypass. It will follow the east side of the bypass through the Greenbriar Road interchange area and cross to the west side at Schneider Road. At Pheasant Branch Creek, the trail will join the city of Middleton's planned trail connecting to existing US 12.

There will be a park and ride lot in the southeast corner of the new interchange near Greenbriar Road.

Construction staging

The US 12 Middleton bypass will be built in stages starting in fall 2002 and will be completed in 2005. Here are some of the key construction activities that will be underway in 2002 and 2003.

- Build temporary bridges over existing US 12 at the midpoint of the new interchange near Greenbriar Road and at Schneider Road for construction access to the new bypass
- Grade the westbound and eastbound bypass roadways and place fill in poor soil areas to allow settlement during winter 2003
- Grade the ramps for the new interchange near Greenbriar Road and the realigned portion of existing US 12 that will pass through the new interchange
- Grade and pave Greenbriar Road and the quarry access road
- Grade and pave the new connection between Schneider Road and Springton Drive at Highwood Circle

- Grade and pave Schneider Road
- Grade and pave Springton Drive and construct cul-de-sacs east and west of the bypass after the connection is made between Schneider Road and Springton Drive
- Grade the bicycle path

Enhancements

Like the rest of the US 12 corridor, the bypass median will be planted with colorful prairie species selected to bloom in spring, summer and fall. The bridge abutments at the interchanges, other local road crossings, and Pheasant Branch Creek will have an architectural surface resembling weathered limestone and the outsides of the bridge girders will be stained.

Environmental protection

Several temporary and permanent erosion control measures will protect adjacent land, ditches, and Pheasant Branch Creek from construction site runoff. The erosion control plan includes extensive use of riprap (various sizes of rock) at culvert discharge points, erosion mat along the new roadways, silt fence at the bottom of slopes, and detention ponds to catch runoff and allow suspended material to settle.

While a portion of Pheasant Branch Creek will need to be realigned at the bypass crossing, a detailed plan has been worked out with DNR for grading the new creek channel, stabilizing the banks, restoring the stream bottom, controlling erosion and handling storm water runoff. This will help ensure that the new creek channel duplicates and even improves habitat features and water quality.



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